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AMENDMENTS TO THE CLAIMS

The listing below of the claims will replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (currently amended): A multiple clutch unit for a power transmission system, said clutch unit comprising: a first clutch non-rotatably connected to a first shaft; a second clutch non-rotatably connected to a second shaft and arranged coaxially with the first clutch; a first piston/cylinder unit for actuating the first clutch; a second piston/cylinder unit for actuating the second clutch; wherein the first piston/cylinder unit includes a substantially cup-shaped cylinder that is non-rotatably and axially-movably connected with the first shaft; wherein the cup-shaped cylinder includes a first working chamber, and the first shaft includes a throughbore that communicates with the first working chamber for conveying pressurizing fluid to and from the first working chamber.

Claim 2 (canceled)

Claim 3 (original): A multiple clutch unit according to claim 1, wherein the cup-shaped cylinder is non-rotatably but axially-movably connected to the first shaft by a positive connection.

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Claim 4 (currently amended): A multiple clutch unit ~~according to claim 1,~~
including for a power transmission system, said clutch unit comprising: a first
clutch non-rotatably connected to a first shaft; a second clutch non-rotatably
connected to a second shaft and arranged coaxially with the first clutch; a first
piston/cylinder unit for actuating the first clutch; a second piston/cylinder unit for
actuating the second clutch; wherein the first piston/cylinder unit includes a
substantially cup-shaped cylinder that is non-rotatably and axially-movably
connected with the first shaft; and a cylinder coupling element, wherein the first
clutch includes a plurality of axially-spaced, radially-extending inner disks and a
plurality of axially-spaced, radially-extending outer disks, and wherein the cup-
shaped cylinder is operatively coupled with the inner radial disks of the first clutch
by the cylinder coupling element.

Claim 5 (currently amended): A multiple clutch unit according to claim 2 1,
including a shaft coupling element connected in an axially fixed manner to the
first shaft and operatively coupled with the first clutch.

Claim 6 (original): A multiple clutch unit according to claim 5, including a
second working chamber positioned between the shaft coupling element and the
cup-shaped cylinder, wherein the second working chamber is in fluid
communication with the first working chamber.

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Claim 7 (currently amended): A multiple clutch unit ~~according to claim 1,~~
including for a power transmission system, said clutch unit comprising: a first
clutch non-rotatably connected to a first shaft; a second clutch non-rotatably
connected to a second shaft and arranged coaxially with the first clutch; a first
piston/cylinder unit for actuating the first clutch; a second piston/cylinder unit for
actuating the second clutch; wherein the first piston/cylinder unit includes a
substantially cup-shaped cylinder that is non-rotatably and axially-movably
connected with the first shaft ; a transmission input element rotatably carried on
an outer circumferential surface of the cup-shaped cylinder, wherein the
transmission input element is non-rotatably connected to both the first clutch and
the second clutch; and a disk connection element having a substantially U-
shaped cross section and operatively coupled with the transmission input
element; wherein each of the first and second clutches includes respective outer
radial disks, and wherein each of the outer radial disks of the first and the second
clutch is non-rotatably connected by a tooth system to a leg of the disk
connection element.

Claim 8 (canceled)

Claim 9 (currently amended): A multiple clutch unit according to claim 8 Z,
wherein the U-shaped disk connection element defines a substantially annular
inner space for receiving disks of the first clutch.

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Claim 10 (currently amended): A multiple clutch unit ~~according to claim 1,~~
for a power transmission system, said clutch unit comprising: a first clutch non-
rotatably connected to a first shaft; a second clutch non-rotatably connected to a
second shaft and arranged coaxially with the first clutch; a first piston/cylinder
unit for actuating the first clutch; a second piston/cylinder unit for actuating the
second clutch; wherein the first piston/cylinder unit includes a substantially cup-
shaped cylinder that is non-rotatably and axially-movably connected with the first
shaft; wherein the second piston/cylinder unit includes ~~a rigid~~ an axially fixed
cylinder and an axially displaceable piston element received within the ~~rigid~~
axially fixed cylinder, and wherein the displaceable piston includes a bearing
device for coupling the second clutch with a clutch actuation element.

Claim 11 (original): A multiple clutch unit according to claim 1, wherein the
second shaft is a hollow shaft that surrounds the first shaft.

Claim 12 (original): A multiple clutch unit according to claim 1, including a
torsional vibration damper connected upstream of the first and second clutches,
relative to a positive power flow direction through the clutch unit.

Claim 13 (original): A multiple clutch unit according to claim 1, wherein
the first and second clutches are multiple-disk clutches.

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Claim 14 (original): A multiple clutch unit according to claim 3, wherein the positive connection is a tooth system.

Claim 15 (original): A multiple clutch unit according to claim 5, wherein the shaft coupling element is operatively connected with the inner radial disks of the first clutch.

Claim 16 (original): A multiple clutch unit according to claim 6, wherein the communication between the first and second working chambers takes place through the positive connection between the cup-shaped cylinder and the first drive shaft.

Claim 17 (currently amended): A multiple clutch unit according to claim 7 1, including a transmission input element rotatably carried on an outer circumferential surface of the cup-shaped cylinder, wherein the transmission input element is non-rotatably connected to both the first clutch and the second clutch; wherein the transmission element is operatively connected with outer radially-extending disks carried by each of the first and second clutches.